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CENTRAL INTELLIGENCE AGENCY REPORT NO. 25X1

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INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DIST. 11 May 1953

SUBJECT Canal between Pareth and Niederneuendorf

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SUPPLEMENT TO REPORT NO. 25X1

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1. The canal is supposed to be partially navigable by 1 May 1953. It is not expected that the target date will be met. A depth of 1.6 meters is planned for 1 May 1953, but the depth is eventually to be 2.5 meters. The width at the bottom is 40 meters. In order to permit ships of up to 1,000 tons to use the canal, siddings are being planned. The bed of the canal between Pareth and Niederneuendorf follows the old Pareth-Neuen waterway, still partly in use, and the Niederneuendorf ditch. A lock is being built above the road crossing between Falkensee and Pausin. The tail bay is finished up to the sluice. Work on the concrete of the head bay is in progress.

2. Sections one to three, up to the 17.5-kilometer mark, are under the supervision of the management for new construction (Neubaubetrieb) of the General Management for Navigation (General-Direktion Schiffahrt). A Russian construction staff, located in the former noncommissioned officers barracks Fliegerhorst in Schönwalde, is in charge of the "foreign section" from Imissolang to Niederneuendorf. The staff consists of Russian engineers and technical translators and is headed by Colonel (fnu) Nikolov. The staff is in charge of procurement of materials. In the past the delivery of materials has been irregular. A German construction office has been in charge of the entire project since 1 January 1952. It is located in a barracks near the Falkensee railroad station. The chief is Dr. (fnu) Dehnert of Potsdam, who is a prominent author of books on waterway construction and locks.

3. Four cost estimates have thus far been made. The first three varied between 95 and 100 million east marks. The fourth estimate made on 15 January 1952 called for 95.5 million east marks. Thirty-five million east marks have been spent so far.

4. Only two out of twenty floating dredges assigned to the project were in operation at the end of February. The remaining 18 were deadlined and were not expected to be in operation before the end of March. These dredges came from the machine pool of the General Management for Navigation. Part of the project was contracted to the Bau-Union Berlin, which in turn subcontracted it to the Bau-Union Dresden and the Bau-Union Brandenburg.

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